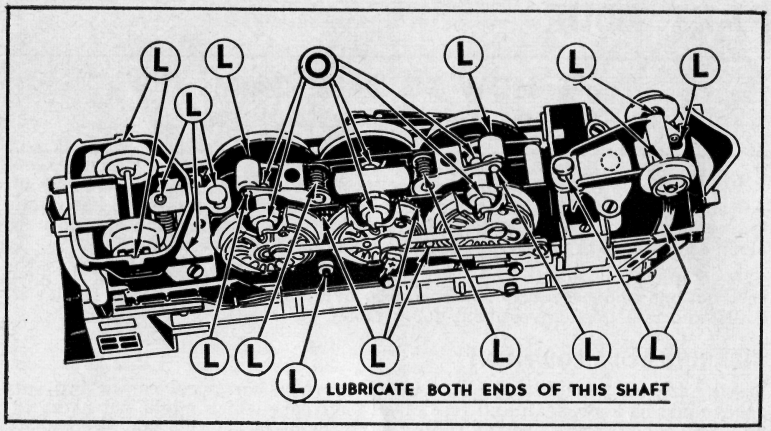

Figure 76—Lubrication Points on No. 2036 Locomotive
Use Oil at Points "O"; Lubricant at "L"

LUBRICATING LIONEL TRAINS

Like all fine mechanical equipment, Lionel Trains should be properly lubricated. This will guarantee good operation and prolong the life of your equipment. Proper lubrication does not mean excessive lubrication. Too much oil or grease is just as bad as none at all, because it will gather dust, foul the motor, and get on the wheels and track making them so slippery that the locomotive will not be able to pull the train. Lubricate thoroughly, but sparingly and wipe off all excess oil or grease.

WHEN TO USE LIONEL LUBRICANT

A tube of special non-fluid Lionel Lubricant is furnished with each Lionel outfit. Because this grease-type lubricant does not run, it should be used for all exposed moving parts of locomotives and cars. Such exposed parts, marked by letter L in the sketches on these pages, include gears, ends of pilot wheel axles, truck pivots and guides and axles of contact rollers and contact brackets. Pay particular attention to the exposed ends of armature shafts in locomotives equipped with transversely mounted motors, such as Nos. 2035, 2036 and 2046. Because these shafts rotate at high rates of speed they require lubrication more frequently than any other part of the locomotive.

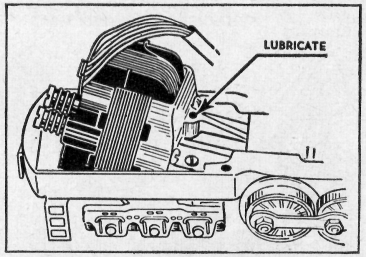

Figure 77—Lubricant Reservoir in
No. 681 Motor

Locomotives where the motor is mounted lengthwise do not require as much attention since they are equipped with large lubricant reservoirs which are filled at the Factory. 1950 locomotives containing motors of this type are Nos. 681, 736, 2330 and 2343. Similar motors are used in such accessories as the 364 lumber and 397 coal loaders and 213 lift bridge. A motor equipped with a lubricant reservoir is illustrated in Figure 77. Figure 78 shows the lubricating points of No. 681 locomotive, which is typical of those locomotives where the motor is mounted lengthwise.

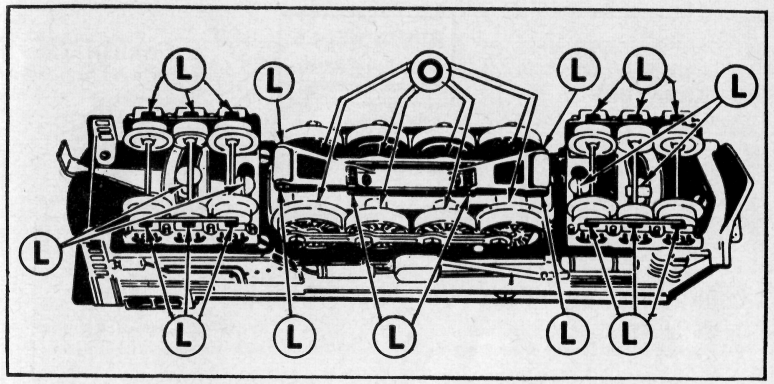

Figure 78—Lubricating Points on No. 681 Locomotive
Use Lubricant at "L"; Oil at "O"

WHEN TO USE OIL

The driving axles of Lionel locomotives run in porous bronze bushings which are impregnated with oil at the Factory and retain their self-lubricating properties for a long time. This self-contained oil supply can be replenished with a few drops of light motor oil. Oil is also used to replenish oil wicks such as are used to lubricate the armature shafts in the whistle motor and in locomotives No. 622 and 2023. Figure 80 illustrates the type of motor using an oil wick for lubrication. In applying oil be careful not to get any into the brush wells which adjoin the oil hole. To avoid excessive use of oil, and to direct it only at the desired location, the oil should be applied a drop at a time, using a pin or a long wire as applicator.

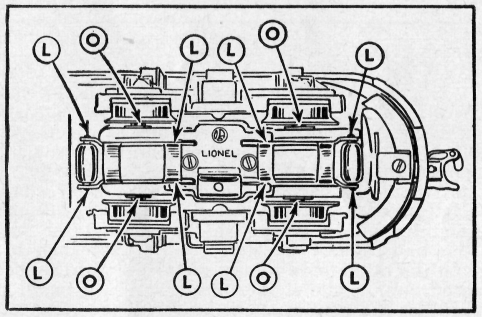

Figure 79—Lubrication Points of a Diesel
Locomotive Truck

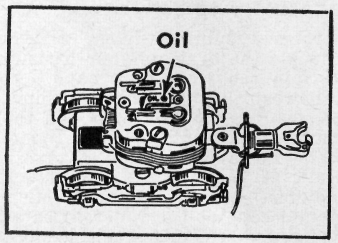

Figure 80—Motor Using an
Oil Wick for Lubrication

THE TRAIN WHISTLE

The train whistle is located in the coal tender and can be reached by taking off the body of the tender. The whistle consists of a relay, a whistle chamber, and the whistle motor. The motor is similar to other Lionel motors and is cleaned in the same way, although the brush plate must be removed to reach the commutator. The oil wick which lubricates the armature shaft of this motor is contained in a long housing on top of the brush plate. The wick may be taken out, dipped in oil, and excess squeezed out.